

THIS VERY PECULIAR

The Case Now on Against the Union Pacific.

DEATH OF BRAKEMAN TAGGETT

The Strange Manner in Which White Claimed He Was Treated by Union Pacific Train Men.

The case of John White vs. the Union Pacific Railroad company was taken up in the Third district court yesterday. Judge Powers and J. A. Williams appearing for the plaintiff, and P. L. Williams and W. Van Cott appearing for the defendant.

Judge Powers stated that the plaintiff in the case was a contractor and builder, and in the east, where he came from, had the reputation of being a reliable and competent man. In July last he was on his way to this city, and being short of money, traveled on freight trains whenever he could make arrangements with the train men to let him ride. It might be claimed that he was beating his way, but this was not the case. On the 6th of July last the plaintiff made arrangements with a train man at Rawlins to ride in a freight car to the end of the train, paying for the service some money and a silk handkerchief. The trainmen had been drinking, and after the train had gone some distance, a brakeman came off and was killed. Shortly afterwards, the trainmen came to the car where the plaintiff was and accused him of throwing the brakeman off and causing his death. They then took him from the car, and after beating him in a horrible manner to make him confess, tied a rope around his neck and attached this to the rear of the train. The train was then signalled to start up, and the train was run just fast enough to allow White to keep his feet. The latter tried to save himself by grabbing at the side of the car, when the trainmen smashed his fingers with clubs. When he was about exhausted, he succeeded in getting the rope from his neck, and escaped. Afterwards, he was arrested on the charge of murder, examined and discharged. This case was to have been tried on Wednesday, but was continued until the 12th inst. when Judge Powers took the case under advisement. White on the charge of murder, and it was only by order of the governor that he was able to be in court.

NO LIFE IN STOCKS.

The Market is Dull and Very Unsatisfactory.

A Cold and Chilly Reception—Apex, Crescent and Mammoth the Only Features on "Change."

The brokers at yesterday's call were not up to concert pitch, but made their bids in a listless and listless manner without the ring that is peculiar to a healthy tone in the stock market. Jake Bamberg's magnetic presence was missed, and Conklin's electrical thrill was not heard in the pit.

J. Gould Davis and Napoleon Stevenson entertained the parson with some of their facts in buying and selling. Davis knocked off 2,300 Apex at 12 1/2 and 1,500 Crescent at 27, while Stevenson unloaded 300 Mammoth at 42 1/2 and 300 shares at 42 1/2.

STONE IS THE BEST

Opinion of a Contractor on Side-walk Material.

UTAH ASPHALT IN DENVER

So Far It Has Stood the Test in Good Shape—It Is Known in Denver as "Domestic."

Joseph Williams, of Denver, who, in conjunction with E. L. Dabols, turned up with the best bid on the Parley's canon conduit, has in his time swung some of the biggest paving and sewer contracts in the country.

Mr. Williams paved part of Washington's famous Pennsylvania avenue, and built in that city the largest sewer in the world. This sewer was 30 feet in diameter and two miles long, enormous size being required to carry the water as well as serve as a main sewer. It cost \$115,000 per lineal foot. There is a sewer in Paris of the same dimensions but it is less than a mile in length.

Mr. Williams was in this city eight years ago looking for sewer contracts but did not meet with sufficient encouragement to remain longer than one week. "It is much better town than then," he said in his plain speaking way. "You're going to have a great city," he continued. "It will be more expensive to pave here on account of the width of your streets unless you can make the street car companies do it. Denver has just begun to pave. They have got down two or three blocks on the side of one of the streets. They have the contracts let on Fifteenth, Sixteenth and Seventeenth streets from the depot to Broadway. So far they haven't spoken of any other kind of pavement than asphalt, with a concrete base, except one street on which there is heavy trucking, and that asphalt would do better here than there because your streets are wider which would give more traveling space. They should not let the engineers and city officials, with Utah asphalt and it has stood an unusually hard winter without showing any signs of wear or tear. The fact is, I don't know of any other city that can feel proud of being on terms of domesticity with the metropolis of Colorado. Many of the streets in Washington are paved with asphalt, and it is the natural material, as all that is necessary to do is to melt it down, no oil or other compositions being required. All the streets in Washington are paved with it, but the foreign asphalt is quite expensive to import into this country."

LOCAL AND OTHER BRIEFS.

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